

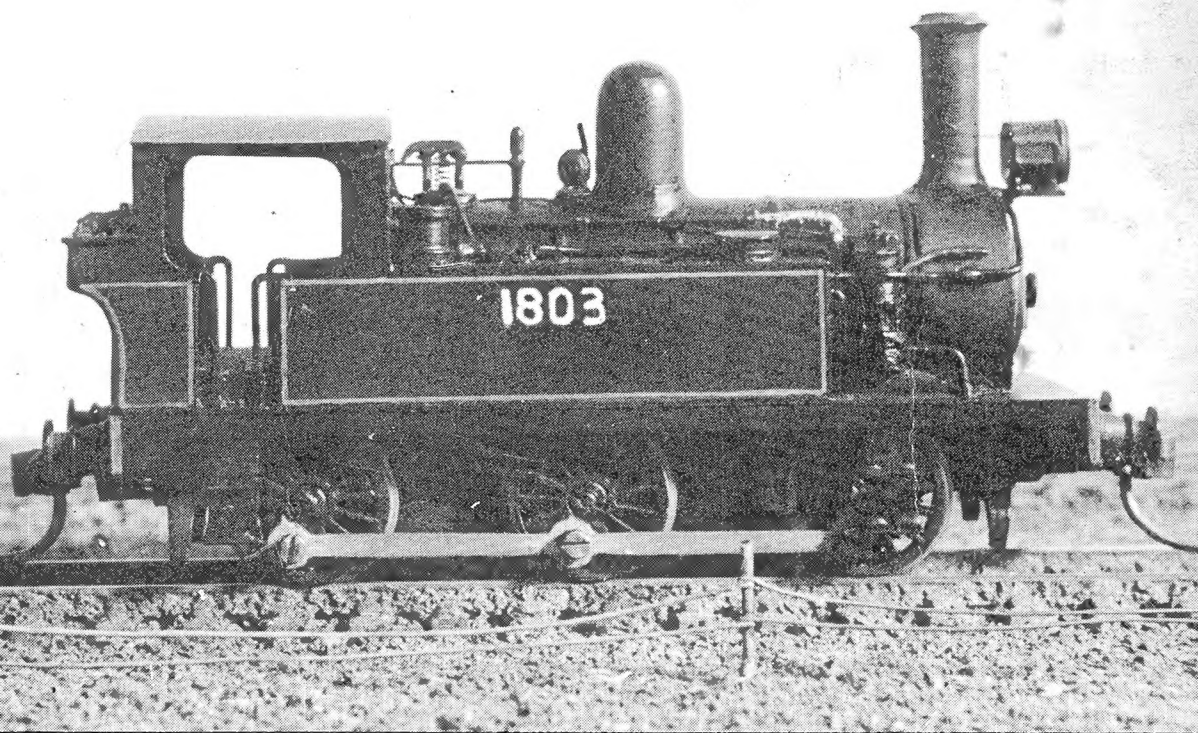
**A. M. R. A.**

Australian Model  
Railway Association

# JOURNAL

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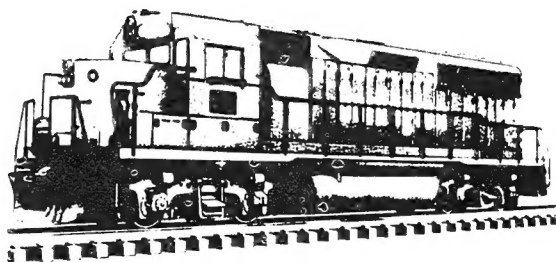
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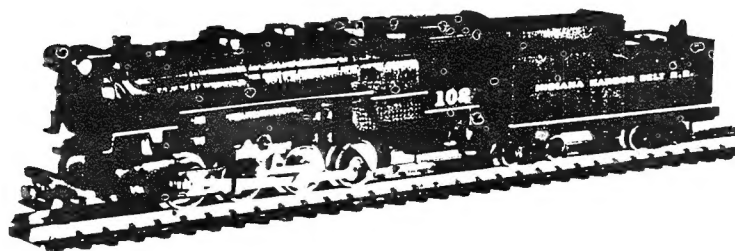
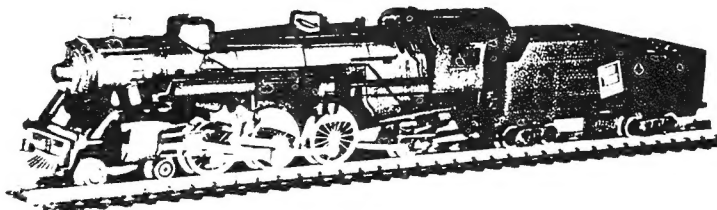


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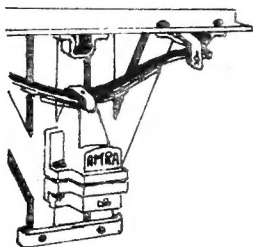
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# Editorial

# JOURNAL BOX

## UNIFICATION.

Volume 19

Issue 85

Now that the standard gauge link to Perth is in operation, there is no reason why the wagons of any mainland state cannot be seen on our layouts. With this issue, we publish the first of a series of Bogie Exchange Wagons.

However to continue to publish these plans we need a supply of plans from various States. I believe we have a few V.R. and N.S.W.R., but we could use S.A.R., W.A.G.R. and C.R. plans of rolling stock. Even better if they can be obtained drawn to 4 mm scale, as our draughtsman's time is limited and he does the illustrations for our articles as well. So, if you can obtain any plans send them on to me and I will see that they are included in future issues of Journal.

One or two manufacturers are making kits of Australian Rolling Stock and now we have the perfect excuse to see them on our layout.

What about Locomotives? With the advent of the ubiquitous diesels, I am sure there are some bogie exchanged. I remember seeing a W.A.G.R. "L" class running on Victorian Standard gauge and I believe that some V.R. locos run on both standard and 5' 3".

REX LITTLE.

## COVER PHOTO.

THE TIM DUNLOP CUP winner for 1969. HO model of a NSW 18 class loco by K.L. Edwards of N.S.W.

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# President's

# Corner



Since taking over the position of Federal President, I have been struck by the great enthusiasm shown by members of the Vic. and N.S.W. State Committees as well as the Federal Committee of Management. This probably shines forth brightest of all in the work of the Publishing Committee, who, prior to 1969, were involved in the Federal Committee of Management and consequently could not give to Journal the time and thought necessary to improve our little "Mag".

I am sure every member must agree that since the Committee of Management came to N.S.W. the Victorian members of the Publishing Committee have done a mighty job in improving Journal, both in quality and content. Moreover the economic side of publication has been improved and Journal is no longer the great drain on funds which was the case a few years ago.

Partly as a result of this the C.O.M. have, under the Presidency of Bruce Lovett, been able to implement a resolution of past C.O.M. to pay 20c per head to State Branches for those members financial at 31st October in any one year. I must impress this last point upon members; subscriptions are due 1st September each year so please get your renewal back to the Federal Registrar, during September preferably, so that your state can obtain the benefit of the 20c. As Bruce Lovett pointed out in his last Presidential report, those states without Branches have their 20c set aside for the time when they build up to establishing a State Branch.

Rex Little's very timely and thought provoking editorial in Jan/Feb. Jour-

nal should cause every member to ask himself, "Do I talk A.M.R.A. to my mates? Am I proud of my membership in A.M.R.A.? Do I always wear my badge? Do I always keep a membership form handy?" If you do all the above then keep at it --- you're doing a good job. If you don't -- then you are missing some golden opportunities to stimulate interest in and increase membership of our Association.

With increased membership, our C.O.M. can do a lot to help State Branches. We have several plans under examination to boost overall Australian membership, but the cheapest, the most effective promotion and advertisement of A.M.R.A. can come only through each member talking of his hobby and his Association.

Rex reckons there are 99½% modellers still out in the wilderness! He could well be right, so let's make a point of letting them know we exist and that we can help them get more out of their hobby.

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# Prototype Layout-Albany Wharf

Photos: G. Watson.

## 1. Why a wharf?

Do operations on your layout have an unreal atmosphere about them due to the fact that cargoes appear from nowhere and consignments from your "industries" have no real destination? If this operational problem does occur on your layout then the answer is to include a wharf.

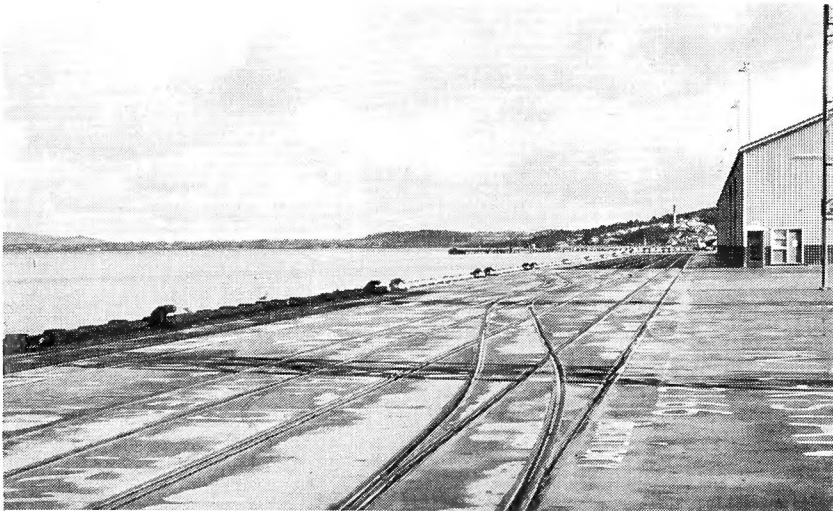
A wharf is not an easy item to add to a layout, but it is one which has many advantages. With a wharf raw materials for your "industries" can be picked up from an actual location instead of from hidden loops or "n" laps of the layout. It also serves as an outlet for the goods produced by your "industries" and has the added advantage that it can handle goods from all "industries", not just one or two. Coupled to this is the increased amount of shunting involved to efficiently work the wharf. In short, the wharf

by G.R. Watson.

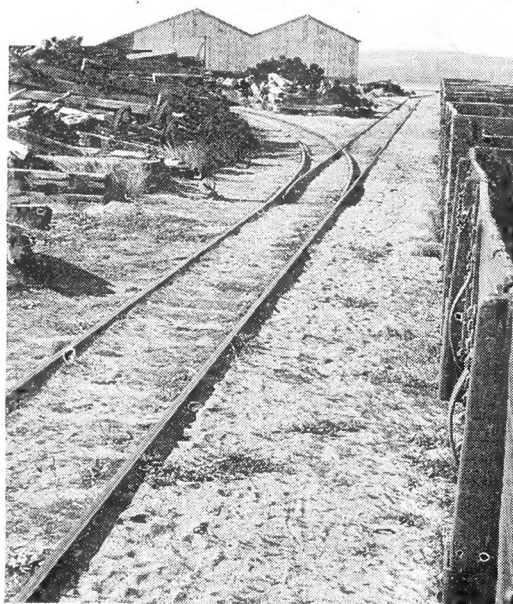
takes on the role of an extra industry but with a greater scope for operating than a normal single industry.

In planning a layout, it is a common practice to adapt an actual prototype to the model situation. This practice can meet some difficulties in relation to a wharf in that any port of reasonable importance would have wharves too large and trackwork too complex to include on the average size layout. A port with wharves short enough to be modelled would not handle enough shipping to justify the amount of operating the modeller would include in his timetable. Therefore, a suitable wharf to model is one which is a compromise between size and importance.

Where can be found a wharf which would make a suitable prototype to base a model upon? Answer ALBANY W.A.



View of wharf looking west.



Empties on approach road to the wharf.

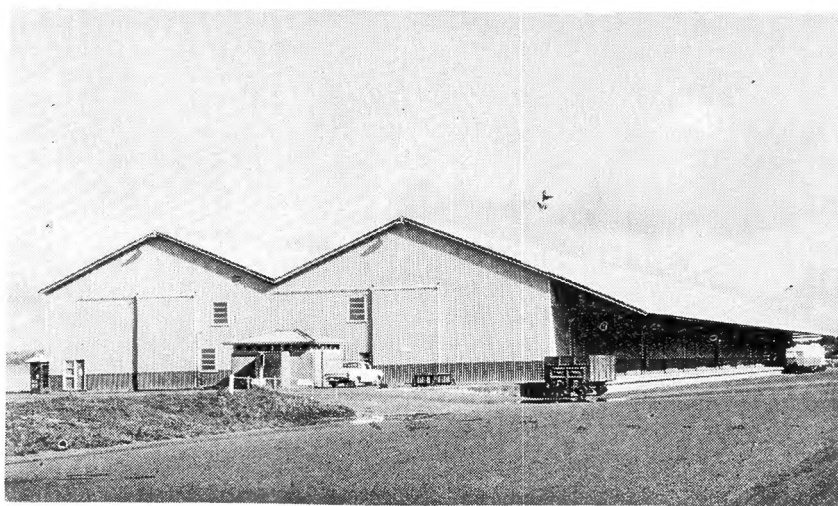
## 2. The Prototype.

The Albany wharf not only is small enough, and handles adequate traffic

for our purposes, but is a simple enough layout to model, yet complex enough for interesting shunting operations. The track-plan is such that it can be easily adapted to any reasonable length without losing any of its effectiveness.

It can be seen from the plan that the approach to the wharf from the Albany shunting yards is a single track, and the complete trackwork is quite straight-forward. The photographs show the simple design of the transit shed backing the wharf. This transit shed, which is constructed of a corrugated material, is 390 feet long and 120 feet wide and is painted in the Albany Port Authority's colours of maroon and cream. The photographs also show the height difference of the railway tracks between the front and rear of the transit shed. If modelled it would certainly add to the realism of the layout.

This concrete land backed wharf at Albany is 1113 feet in length and provides berthage for two vessels.



East end of transit shed showing the difference in the rail heights between the front and the rear of the shed.





Looking east over the wharf, showing the buffers on the wharf and how the track enters onto the wharf.

### 3. The Model.

A wharf layout based upon the Albany wharf, could take two basic forms, with each form retaining the prototype layout. Layout suggestions will be kept quite general, the more specific aspects of length and number of points will be left well alone, as the length of the prototype is 12.8 feet in "HQ" scale or 7 feet in "N" scale.

The first basic form could be just the wharf layout fed by a "fiddle yard" representing the Albany yard. It is not difficult to see how this layout would look by consulting the plan and such a layout could make an interesting shelf layout. This suggested layout would involve the modeller in a great deal of shunting, but has the disadvantages inherent in a point to point layout.

The second basic form could be the wharf layout coupled to a major layout with the wharf being on a spur from a shunting or goods yard, as is the prototype. The wharf in this form would take on the role as suggested earlier in this article. This could be a

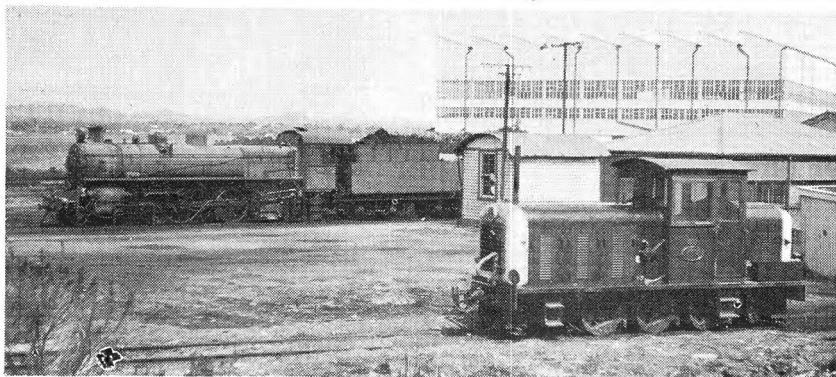
more interesting form in regard to operations as in-coming goods trains would have to be broken down in the yards before the wharf could be shunted.

By using the edge of the baseboard as the edge of the wharf in both cases would help in the optimum utilisation of space, as in most layouts, space is at a premium, and also the edge of the baseboard is presumed not to exist.

### 4. Rolling Stock.

The majority of exports from Albany are primary products and the main exports which involve railways on the actual wharf are meat, fruit and wool exports plus imports and exports of a general nature. From this it can be seen that the only specialized wagons needed are cool storage vans as general purpose vans and open wagons would be suitable for all the other imports and exports delivered by rail.

Shunting on the wharf is normally carried out by a Y class diesel locomotive allocated to Albany and there is also a Z class jetty shunter which operates in this area (see photo).



Shunting loco Z 1152 at Albany MPD. In the background is loco Pmr 715 used for shunting in the Albany yards.

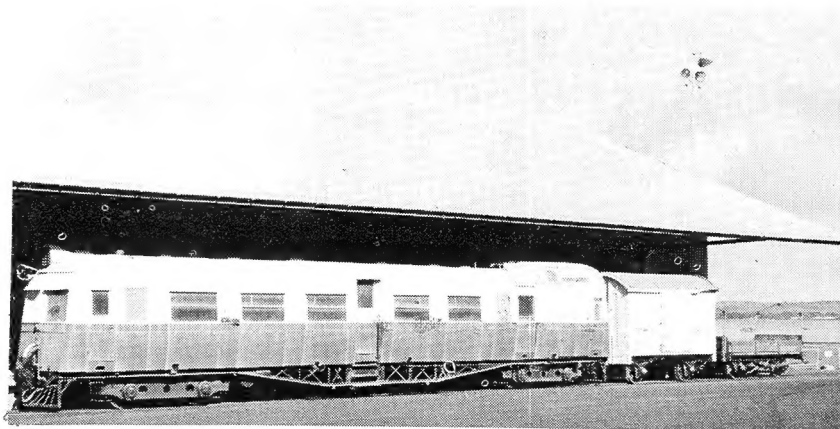
### 5. Added interest.

When modelling this wharf several other features could be included which would make for added interest.

A. From one of the photographs, it can be seen that a string of open wagons are parked on a loop along the approach to the wharf. Therefore a modeller could display his rolling stock in the wharf area, thus helping from the storage aspect.

B. The Albany Port Authority owns some interesting and unique rolling stock which workers use as lunch rooms. One

such item is a written off ADE Governor class railcar (ADE 447). These railcars were introduced by the W.A.G.R. in 1937 and are claimed to be the first diesel electric rail-car in service in Australia. ADE 447 is coupled to an old van, painted white which has a corrugated iron roof and serves as a mobile first-aid post. Coupled to this D class van is an equally old H class wagon. Until a few months ago the A.P.A. also owned a unique looking coach, shown in a photograph, which has since been scrapped and burnt. Both the ADE and the coach are painted in the maroon and cream livery.

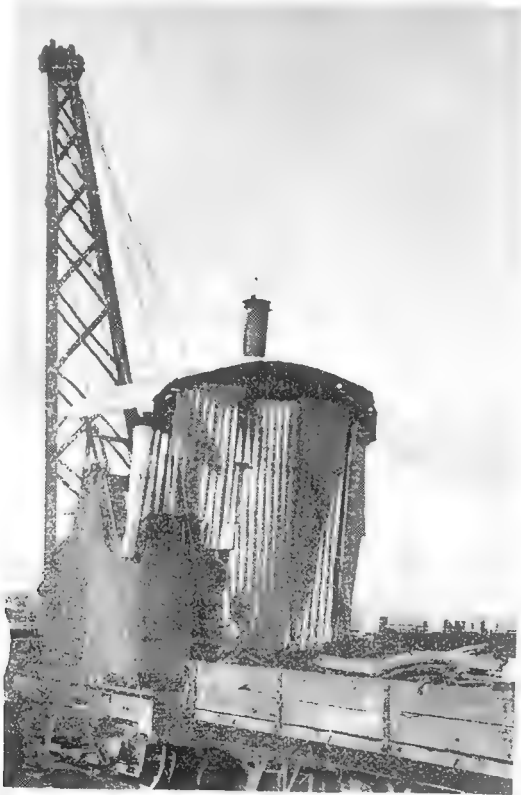


ADE 447 behind transit shed with the mobile first aid post and H class wagon.



The APA old coach, now scrapped.

C. The A.P.A. also possess an old steam crane which resides in the vicinity of the wharf, although it is

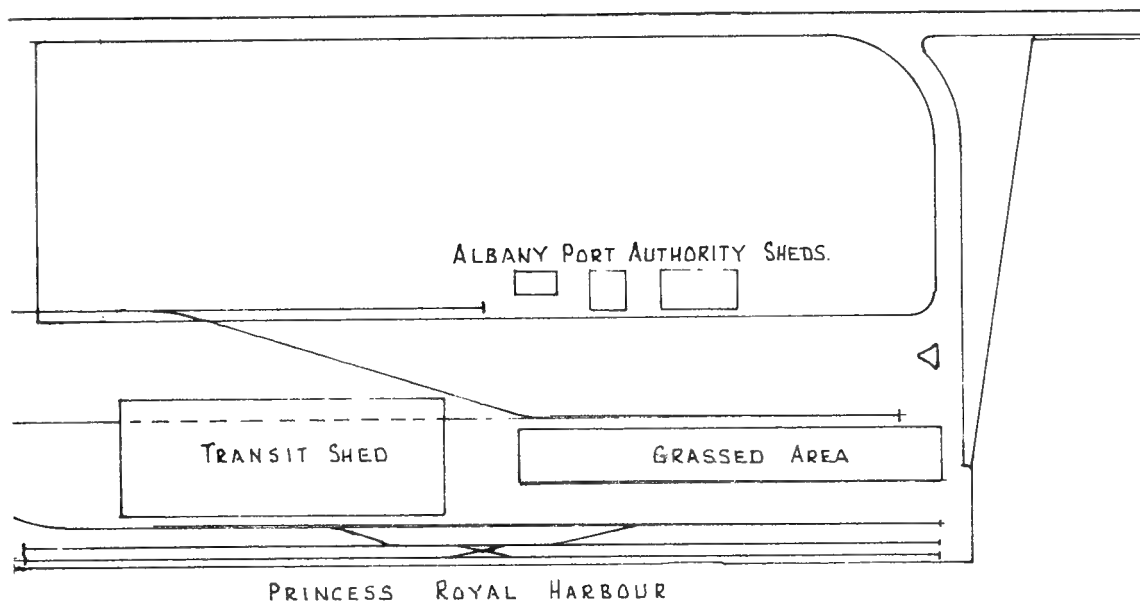
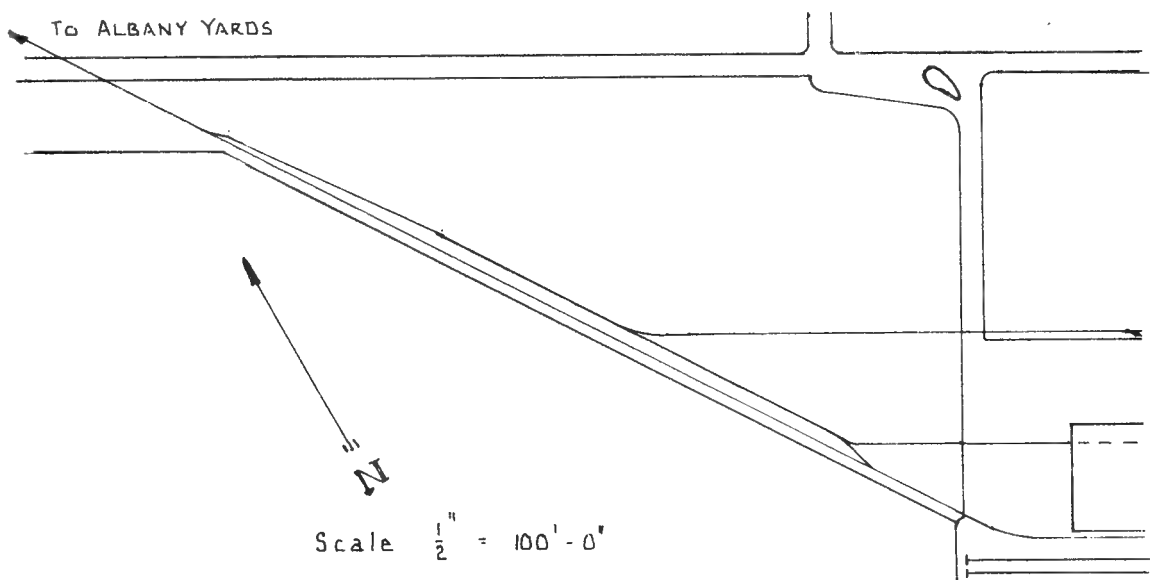


The APA steam crane from rear showing the extensive use of corrugated iron.



The side view of steam crane shows verticle boiler, piston and gears.

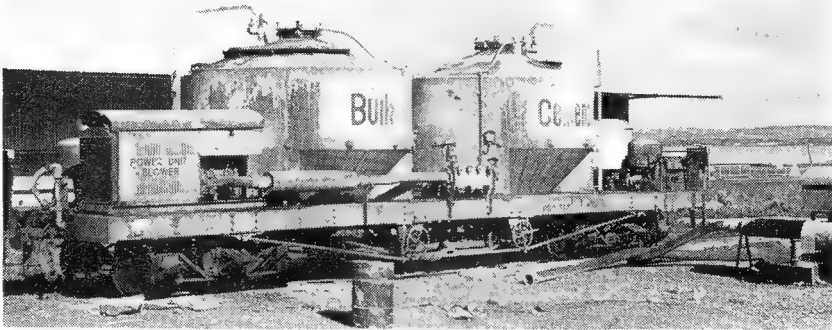
not used on the wharf itself, but works in adjacent areas on maintenance and other works of a general nature. In carrying out such tasks, it was involved in a minor incident in early September, an account of the incident



appeared in the newspaper. This crane possesses a great deal of character and a model based upon it would not be out of place on any layout.

D. This feature of the Albany wharf involves the construction of a third

berth. Such construction adds two desirable aspects to the layout. The first is more and varied types of shunting due to construction materials coming in by rail and the second is a wider range of rolling stock. Besides the bulk cement wagon shown, some of



Bulk Cement Wagon RBC 768 at Albany Wharf.

the largest narrow gauge wagons owned by the W.A.G.R. has visited the wharf bringing construction materials. Such wagons include RCA and RCB open bogie wagons and the large QU flat wagons.

One can easily see that the Albany

wharf has plenty to offer the modeller if it is chosen as a basis for a layout. With such a wharf layout easily possible in either "HO" or "N" scales, the modeller can look forward to more realistic, interesting and varied operations.

#### 1969 COMPETITION RESULTS.

TIM DUNLOP CUP - for scratch built locomotive, awarded to:

K.L. Edwards,  
23A Milner Avenue,  
Hornsby, N.S.W. 2077.

for his HO model of a NSW 18 class.

N.S.W. BRANCH TROPHY - for scratch built rolling stock, awarded to:

K.L. Edwards,

for his PHG NSW. in HO.

CANDELAH VALLEY CUP - for lineside structures, awarded to:

B.E. Lovett,  
26 Blaxland Road,  
West Killara. N.S.W.

for his HO model of Coolah Goods Shed.

THE SOUTH GIPPSLAND BRANCH TROPHY - for conversions of commercial locos, awarded to:

P. Larmour, (J)  
42 McMillan Street,  
Yagoona, N.S.W. 2199.

for his conversion of a Rivarossi diesel to a NSW. 42 class d.e.

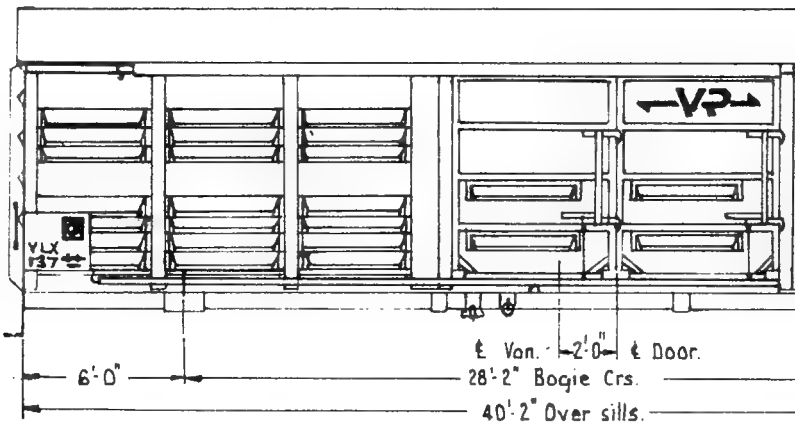
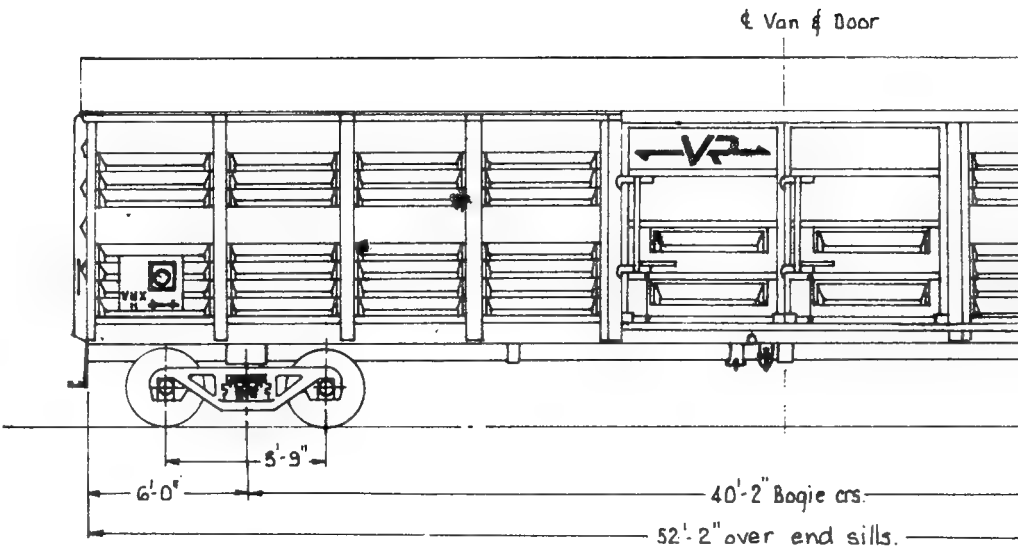
THE VICTORIAN BRANCH TROPHY - for conversion of commercial rolling stock, awarded to:

K.L. Edwards,

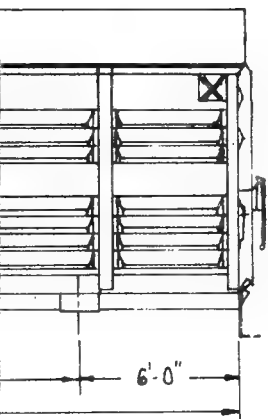
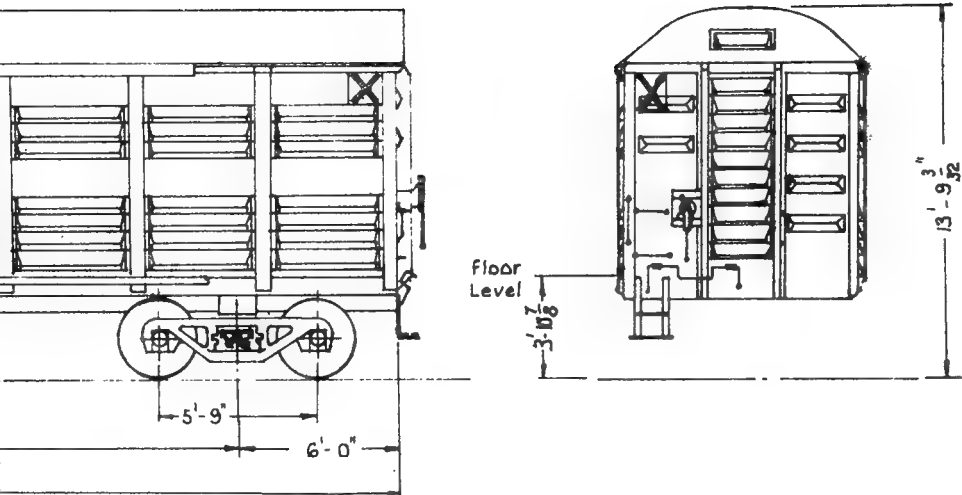
for his conversion of an Airfix kit to a NSW. CHG.

#### MEMBERS.

Were pages 6 & 15 missing from your Jan/Feb 1970 Journal? If so advise J. Treseder, 55 Creek Road, Mitcham, 3132 by 30th April, 1970.







VICTORIAN RAILWAYS

VHX & VLX BOGIE

LOUVRE VANS



# Some Old Type Wagons Of The N.S.W.R.

by Keith Cutler.

G. Wagon: Most of us are probably familiar with the N.S.W.R. "G" wagon of to-day which is an open bogie wagon of all steel construction.

The G wagon of yesteryear (Fig. 1.) was also an open bogie wagon, but of all timber construction of the drop-side type with timber door pillars and supports and iron strapping elsewhere. The outer doors were secured at the outer ends with an eye bolt and pin attachment on the ends of the wagon, similar to the A wagons.

Some notable features are a small platform at either end of the wagon on which it was necessary to stand to apply the wheel type hand brake, similar to that on a locomotive tender. The ends are 6" higher than the sides.

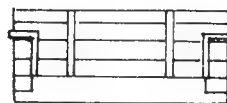
All wagons were fitted with hook coupling and buffers. Some of the "G" wagons have been in service until recent years as the "F" wagon (Fig. 2) which is a converted "G", but full use was made of the floor area. The "F" wagon has low 6" fixed sides and ends, and is fitted with two timber bolsters a little outside the bogie centre line.

From information available there were two other variations of the "F" wagon, one being 30'0" long with 7 $\frac{3}{4}$ " sides, the other 28'0" long with 6" sides.

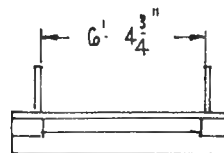
Another variation is the "BWF" wagon for bagged wheat and timber. This wagon also had bolsters, but a little inside the bogie centre line and fixed sides of two inches.

Both the "F" and "BWF" had conventional side wheel hand brake of the N.S.W.R.

For all three models in "O" gauge the bogies are available from Col. Shepherd.



END VIEW FIG 1.



END VIEW FIG 2.

## WANTED

Back copies of Journal - Numbers 47, 54, 58, 59 & 61 - up to 50c. each depending on condition. Mr. L. Solomon, 22 Ronley Street, Blackburn, Vic. 3132. Phone 878-4331.

Japanese brass LMS "CRAB" loco. Will buy or exchange model railway equipment. Mr. D.W. Alexander, 37 Glanton Rd, North Shields, Northumberland, UK.

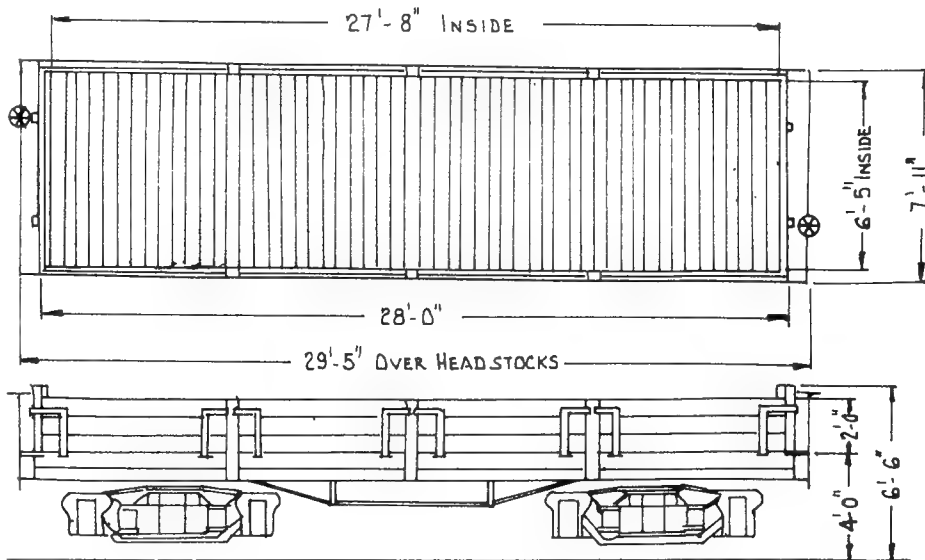


FIG. 1 "G" MEDIUM BOGIE WAGON TARE 12 T. 3 c. CAPACITY 15 T.

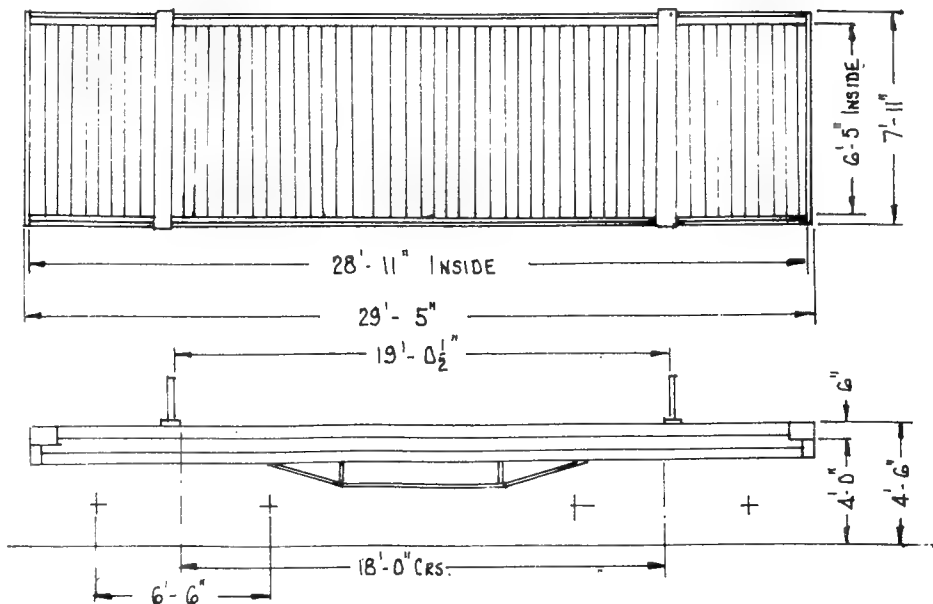
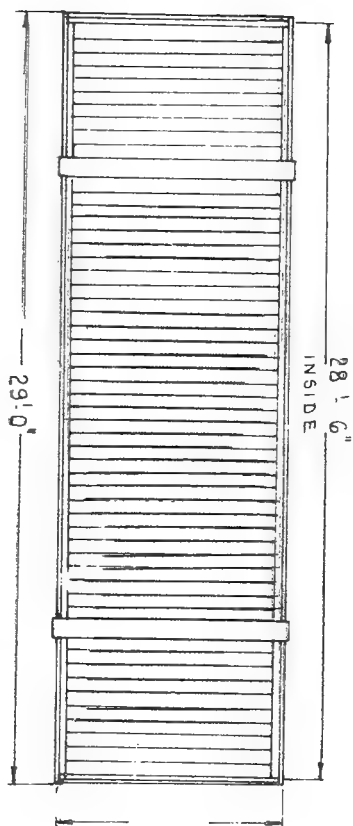


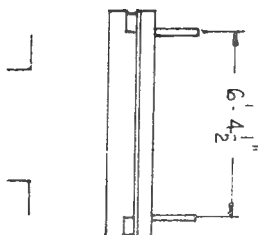
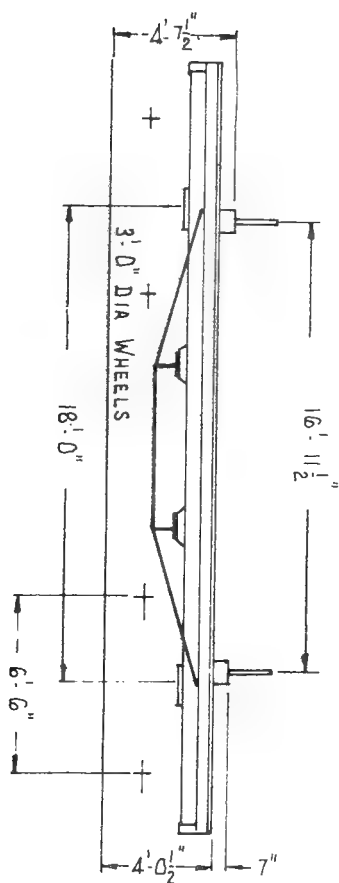
FIG. 2 "F" WAGON (CONVERTED "G") TARE 11 T. 16 c. CAPACITY 15 T.



BWF WHEAT FLAT  
AND  
TIMBER WAGON

CAPACITY - 18 TONS

TAKE 12r 5c 3a





## FOR READER'S LETTERS

The Federal Secretary,  
A.M.R.A.

Dear Sir,

It was quoted in the "Railway Modeller" (May 1968) that our Association has the "Main aim of obtaining representation of all model clubs and of all non-club members in Australia." In the May/June issue of 1968, of our "Journal" Allan Dowel said "A nationwide magazine is needed.....to publish information.....about Australian Clubs". These ideas relating to the clubs are very good and desirable, but before they can be implemented a Register of Clubs is needed.

Why?? Besides being helpful to carry out the two ideas mentioned, there are many other good reasons why the AMRA should compile such a register, some of which I will mention.

1. It would give the AMRA some idea of the modelling population in Australia which would be helpful as (a) statistical evidence when carrying out another publicly stated aim of our association that is "to put the views of the average enthusiast to the manufacturer, importer, retailer and even governments". (Railway Modeller May 1968). (b) How many potential members there are in Australia. (c) For its own intrinsic value - an association such as ours should have statistics about the hobby.

2. It would give us a list of potential members - i.e. the clubs, as the AMRA does have clubs as members - about five I believe, yet an unofficial count of my own shows that there are at least 36 such clubs in Australia.

3. A register of clubs would be of great use when calling for support for a representation or for the Association or a model railway function. I am sure Keith Wilcox would find such a register useful in his efforts to publicise the association and I am even more sure that Ted Frost would have welcomed such a register after reading about his efforts in the Nov/Dec Journal.

4. A register would help us publish, via the clubs, any results of a representation to a manufacturer etc.

5. A more practical purpose would be to give members information of clubs in their vicinities.

6. It would increase contributions to "News from other clubs" in the Journal.

These are some of the reasons why I feel that the AMRA should compile and keep such register.

The question arises - who will compile this list? The registrar could do it, but I am sure she has enough to do already. As most of the gathering of information would be by post, any member, anywhere could do it. I suggest that the AMRA appoint a "Registrar of Clubs" to carry out this task.

I see the Registrar of Clubs duties as being:

1. To gather and record information about model railway clubs, their:

- a. Clubroom address.
- b. Name and Address of Secretary.
- c. Number of members

- d. Type of layout and equipment.
- e. Qualification for membership.
- f. If the club is seeking new members.

2. Be responsible for distributing AMRA material to the clubs.

3. Be responsible for the publishing of information about Australian Railway Modelling Clubs in the Journal.

4. Make available such lists of clubs to members wishing to join a club and to persons wishing to contact many modellers for a purpose relevant to modelling.

That concludes my submission on my suggestion to compile a register of clubs. If the Federal Committee decides to act upon this suggestion, and if they agree with me on who could be the Registrar of Clubs, I would be happy to undertake such a task (seeing I suggested it).

GRAHAM WATSON.

At the Federal Committee of Management meeting on Friday 9/1/70, it was decided that there was merit in the scheme proposed by Graham, and to have his proposal placed in Pop Valve to obtain members' opinions.

Under the present constitution AMRA cannot appoint a Club Registrar, but if the scheme looks like getting off the ground, it may be necessary to create such a position.

Of course, we would let the clubs know that they are not expected to join AMRA, although it would be desirable on our part. We would become a central point of information and reference.

Initially this would entail quite a lot of work, and if Graham is prepared to do this, we should give him all assistance and any information that our members may pass on.

NORM READ.  
Hon. Sec.

The Editor,  
A.M.R.A. Journal.

Dear Sir,

Brian Rowling may be pleased to know Rivarossi "Modello 0" goods are coming to our sunny land, but they so far are scarce. They are also very scarce elsewhere except in America, as these models were really jobbed by Rivarossi for A.H.M., who actually have first go at them.

The first shipment to Australia was not big enough to let every hobby shop have one, but I believe another is due. However, the hobby shops are showing little interest in them so the Australian agents - Australian Model Craft Co. are trying to contact O gaugers and will, if any O gauger registers with them, let him have a price list every now and again.

As many probably already know, A.M.C. publish a regular newsletter covering HO/OO and N gaugers, with a special newsletter occasionally for TT. A separate newsletter will be published for O gauge and is to be called "Giant". One of the early editors of our old AMRA "Buyers Guide" has been accepted as editor. It is really A.M.C.'s hope to give O gaugers something, and if this fails, it will be the O gaugers fault not A.M.C.'s. Would all O gaugers please read the A.M.C. advertisement on page viii of Journal No. 83.

Piko is meant to be the German Pola-Maxi range. This has only this month come onto the English market and is handled there by the "Peco" organisation. Again it will be distributed in Australia by A.M.C. and the first shipment is due anytime.

I have no idea of the hobby shops attitude to Triang, but I did write to Rovex more than a year ago and got a letter of apology to say O gauge sales



were so large that they just were not producing enough. The biggest Triang distributor in Perth has received four shipments of coaches and so far has just not had enough. Rovex were at this year's Model Railway Club Show in London and after if I got two letters with the same information. No more Triang TT after the present stocks are depleted. Rovex are very disappointed with the Wrenn-Lima N gauge sales, and they have been amazed at some lines of O gauge sales. Apparently they just did not allocate enough to O gauge production. The whole of the Rovex O gauge production is under review, and plans are already under way for a big increase in the O gauge range. It will be twelve months before these are released in England and much greater facilities are to be allocated for the production of O gauge this time.

There have been many articles in our model railway magazines on the conversion of the Triang range, and conversion to scale of the loco. The diesel shunter is, unfortunately, scaled at 16 mm/foot so is really a two footer on O gauge track. Conversion of these are very popular with gauge 1 men, and many conversions on gauge 1 have appeared in Model Railroad Constructor and Model Railway News. However it can be rebuilt to suit O gauge.

The Romsey, Hythe and Dymchurch O gauge layout in England is on public display and nearly all the equipment averages sixty actual miles per week; all wheels were cast iron and the flanges wear off in four to six weeks, but the Triang O gauge wheels last nearly twelve months!

BROUGHTON BOYDELL

The Editor,  
A.M.R.A. Journal.

Dear Sir,

Within a few days I read your Editorial in the Jan/Feb 1970 issue of the

Journal and noted "Perhaps my crystal ball is a bit cloudy", and I read a letter (written by an AMRA member) to the Editor of the Australia Model Railroad Magazine issue of Nov/Dec 1969, and noted his plea for amalgamation of the two Associations.

I have no doubt that your crystal ball is in fact crystal clear and equally I have no doubt that integration of the efforts of the two very excellent Associations is an urgent need for both. It is not so much a matter of survival of either or both of them, but of consolidating the know-how available and exploitation of the talents now split over the two bodies.

This country, of a size and population which does not provide justification for two separate Associations, does need very greatly, the continuous and vigorous efforts of the best teams of Model Railwaymen which can be got together to tackle the many problems and come up with solutions. There is no value in competition and certainly no future in any degree of duplication of efforts.

There are vast new fields to be broken, tried and brought to bearing fruits, so that none of the dedicated people now actively getting on with the job in both bodies will ever lack for work to his liking. I have no doubt an integrated body (amalgamated if you wish) will always be concerned at the lack of assistance to get on with the things screaming to be done, but it will be functioning, most efficiently, in picking the urgent jobs. The best teams to tackle them and to disseminate information, upgrade practices and exert a beneficial influence on those sections of the commercial world which are relevant to model railways.

I realise fully that amalgamation of two bodies is a formidable task, even in a favourable climate of compromise and agreement, but the gain is great

and losses infinitesimal in the field of model railways in Australia. Let us take a lesson from the growing wealth of achievement from railway standardisation in Australia.

I have written in similar vain to the Editor of A.M.R. magazine.

J.C. BROUGH.

The Editor,  
A.M.R.A. Journal.

Dear Sir,

I would like to take this opportunity to congratulate you on your editorial in Jan/Feb issue.

The Federal Committee have discussed membership of AMRA at length and are seeking ways and means of offering members even more than they are receiving at present. As mentioned in the Secretary's Desk, the Association has a full panel of advisory experts who are only too pleased to be of assistance to any member, yet how many members avail themselves of their services? We have asked members to put forward any ideas they may have towards the improvement of their Association. The lack of response showed they were evidently satisfied with the way things are being done.

When members failed to renew subscriptions, the Federal President, Rup Ackland, sent out a personal letter to ask why they had not renewed, so that any grievance they may have had could be dealt with. A survey of replies received showed that renewals were not forthcoming due to personal or financial reasons, not dissatisfaction with A.M.R.A.

Consideration has been given to reducing the quality of the paper used in the printing of Journal and increasing the content. The Federal Committee would really welcome members'

views on this subject.

It is regretted that our membership in S.A., W.A., Tas. and to some extent Q'ld. leaves something to be desired. Unfortunately it is not possible for the Federal Committee members, who are all volunteers, to travel far and wide to explain the advantages of membership in AMRA, namely: the friendship, co-operation and assistance which is so readily found in our Association.

In conclusion, I would like to see members bombard the Federal Secretary with letters putting forward their ideas of what they want from the Association.

KEITH J. WILCOX.

The Editor, \_\_\_\_\_  
A.M.R.A. Journal.

Dear Sir,

A couple of days ago, I returned from sea and found the Christmas issue of the "Journal" waiting for me and after reading through it, I hope I can help out with the following information regarding "O" gauge equipment available over here. (England).

I myself am thinking of going into "O" gauge, but only on the construction side of locos, as I am finding "OO" gauge too fiddly, especially when it comes to building locos in batches. At present I am building four L.B.S.C. large boilered Atlantic locos for a customer and I'll certainly be glad when they are finished.

Hoping that this information is useful and will at least help a few "O" gaugers to feel happy and know that they are not forgotten.

DAVE ALEXANDER.  
See Shop Spy for details - Editor.

Pop Valve letters must be with the Editor by the 16th of the even month for publication in the next issue of "Journal".

# Branch Reports

## VICTORIA.

Let me first wish all members of the A.M.R.A., a happy and rewarding New Year in 1970, good railroading and the best of health and secondly to apologise for the briefness of the Branch Notes in January/February issue. You know Christmas is a peculiar time for a club secretary, when he has to prepare to get his good wife and himself off on a much needed holiday, which in my case was three weeks of delightful travelling through New Zealand, but enough of that.

At this time also, frantic efforts were made by the committee of the Model Railway Exhibition to gather all the important things together, see this chap, contact this club or business organization, try to rehash one's own layout and generally a day is too short, should be at least 36 hours to every day.

One of our committee members, Graeme Houghton, left in the latter part of 1969 to have himself a trip to the U. S. A. and said he would be back around Christmas time. Do you know what our good friend did? News came from him that he was to marry an American lass by the name of Patricia and he would not be returning to good old Aussie and has resigned from the Victorian Branch Committee. I ask you what could we do but send him a congratulatory telegram wishing him and Pat all the best for the future. My only regret is that I asked him to bring me back an Engineer's cap Shucks!

Our Christmas meeting was a great success, over 40 members attending. The Club layout was set up and run, Ern Raddatz showed some fine slides in the other hall and the competition

for Q type wagons was won by Howard Armstrong, the only entry.

There being no January meeting the next was in February, when preparation rose to a climax for the Exhibition.

Bob Dunn of the Geelong Railway Modellers gave us a wonderful talk on "Scratch building of V. R. Rolling-Stock" and judged our competition for Aust.4 wheel open wagon, won by Howard Armstrong again in the beginners section with a model of a N. S. W. "S" wagon and Gary MacIntyre with a V.R. "GY" wagon in the improvers section.

Tim Dunlop was also presented with a new Life Members badge by the President.

Please note altered agenda for 1970  
12th March - Ern Raddatz, slides.  
14th May - Family film night.  
11th June - Ray Pearson, talk on "Vintage Trains"

JOHN SNEDDON.

## NEW SOUTH WALES.

At the Annual General Meeting of the N.S.W. Branch held on 7th Feb. the following members were elected as the Management Committee for 1970:

President	Graham Lamour
Vice-president	Gus Durham
Secretary	Phil Kelly
Treasurer	John Skilton
Committeemen	
Kevin Brown	Norm Read
Ron Cunningham	Keith Robinson
Brian Day	Paul Tilden
Les Fordham	Harold Warren

In addition, Colin Gilbertson agreed to remain in the position of Branch Reporter. The Branch extends its

thanks to Ken Edwards, who did not seek re-election.

Meetings will be held on the first and third Saturdays of the month, as Previously, and for a trial period of six months, an additional meeting will be held on the fourth Friday evening of each month.

Recent activities have included two layout operating afternoons during January, with the Annual Meeting and a working bee for February. The first of the Friday night meetings, held on 27th February, was a colour slide night, presented by Mr. Farquhar.

Coming meetings will be:

- Sat 21st Mar. Visit to S.P.E.R. Tramway Museum, Loftus.
- Fri 27th Mar. Good Friday - no meeting.
- Sat 4th Apr. Working Bee.
- Sat 18th Apr. Layout Operation.
- Fri 24th Apr. Slide night.
- Sat 2nd May Modelling Clinic - ask the panel about your modelling problem.
- Sat 16th May Working Bee.
- Fri 22nd May Auction.
- Sat 6th June Layout Operation.
- Sat 20th June Visit to Sydney Live Steam Locomotive Society, Darvall Park, West Ryde. SUBJECT TO CONFIRMATION.
- Fri 26th June Layout Maintenance and Operation.

COLIN GILBERTSON.

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LNER B1 75/-, GCR "Immingham 75/-, GCR "Atlantic" 72/6d., LNER Rod 76/6. Chassis kits 33/9d., plus a range of fittings.

Dave Alexander

## Shop Spy

### ENGLAND

B.S.L. (advertised in the Railway Modeller under "Hobbytime" of Kent) have the following:

LMS 57' Push-Pull Corridor Coach.  
LMS 57' Non-Corridor Compo Coach.  
LMS 57' "B" Set Coach @ £9/10/0.  
The first two @ £9/15/0 each.

These kits are complete with under-frames and bogies. They have finely detailed cast vents, door handles, grab handles, lookouts etc. Only paint and trans. are needed to complete. Coarse wheels are supplied, but scale wheels substituted on request.

The following locos are from the well known "Jamieson" range, but I am not sure as to whether they are available at present (nickel silver shortage).

GWR 57XX Pannier Tank ) above  
LMS Rebuilt "Royal Scot" ) £1/0/0.

C.C.W. are now back on the market and a brand new catalogue has been released (C.C.W. Model Manufacturing Co., 70 Avon Street, Sparkhill, Birmingham 11. price 3/-). At present six white metal loco body kits are available and an LMS Stanier 2-6-4 in either tinplate or nichel silver. An LMS "Black Five" is due out at Easter. The range covers wheels, wagon and coach parts, loco fittings, and many others at reasonable prices.

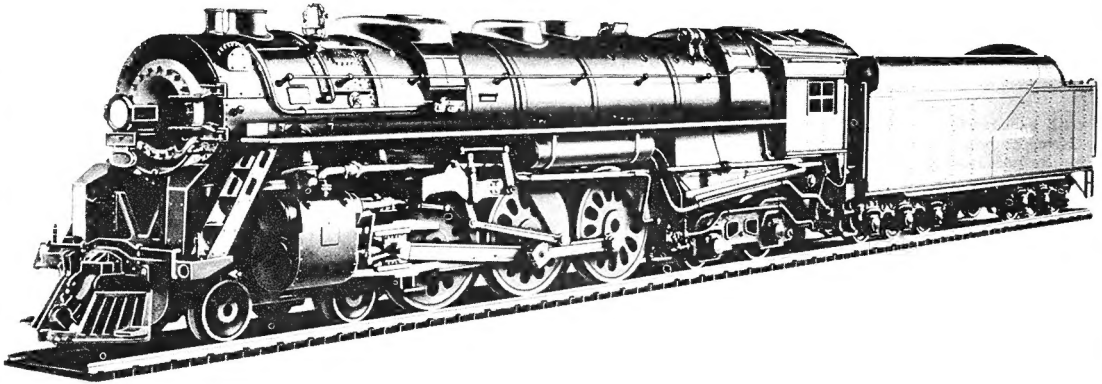
Stanier Tinplate £3/12/6 n/s £4/7/6. (tax free).

Finally, these locomotive kits are available from "The Model Railway Shop" 18 Monck Place, Ohilsboro, Dublin 7, Ireland.

Continued in the adjacent column.

*Rivarossi*

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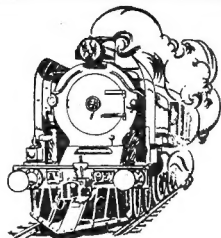
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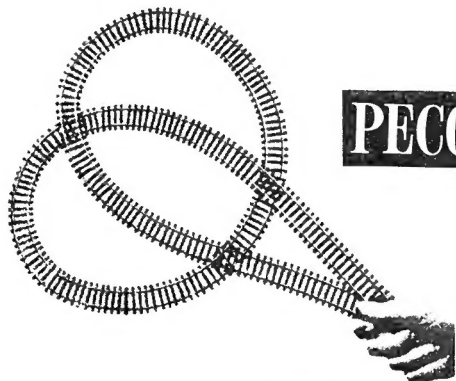
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